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EDITORIALS

"Why don't you write an editorial?" is the question the editor often hears when a citizen observes some state of affairs or condition that he thinks should have official attention.

The editor often replies: "Why don't you write a letter to the editor?"

Which is as it should be.

The newspaper, we admit, can be expected to take leadership in the righting of lax or objectionable conditions and to point up where action on many things could be taken for the betterment of the community and public services.

But there are some times when the desired changes or improvements can be brought about more harmoniously and efficaciously than by the editor breaking out in his column with attack or criticism.

In fact, the editorial column, generally speaking, we think should be a last resort.

If fault is to be found, the best and fairest way we would say is for the complainant person or body to go to the person or authorities concerned and through the proper official channels.

If the complaint is a valid one and no redress can be obtained after those responsible have been given a chance to make adequate explanation or bring about the needed change, then the support of the editorial column could be sought.

Meantime, of course, there is, as we suggested above, always recourse to the editor's letterbox.

In fact, discussion of public matters in a fair and constructive way through this medium is always welcomed by the editor.

Indeed, we often regret that there is not more correspondence of this character from responsible citizens who have good ideas to offer but who seldom get around to writing them down for us to publish.

A GOOD WORK

WORK among the young people, such as is exemplified here in Prince Rupert by the Boy Scout and Girl Guide movements, in church and club groups, in the boys' clubs and on the playgrounds where the Civic Centre and the Gyro Club are receiving accolades these days, has a special place in community life. Those who engage in such work are making a contribution to community welfare, the dividends from which may be counted in terms of increased security and contentment for the community as a whole. Such work often starts where parents and schools leave off—sometimes with an inadequate job half done. Those citizens who give generously of their time, thought, energy and money in the promotion and carrying out of youthful endeavour among the young people are doing a valuable work in keeping young feet moving in the right channels towards better standards and better citizenship.

Youth does not always know what is best for youth. Trained adult leadership is a necessity to guide the individual and group activities of youth and steer them into socially acceptable avenues.

Not many fields of social activity are as rewarding as work among young people. It is rewarding for the community and the individual who engages in it. Its results are tangible in happier, healthier, better integrated young men and women.

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SIXTH STREET AND THIRD AVENUE



As I See It

By ELMORE PHILPOTT WHO'S ANTI-BRITISH?

WE LIVE IN THE cold war era, when smear words bite like mosquitoes. Far be it from me to add my bit to that disgraceful game, which is weakening the very foundation of democracy.

But I do ask in all seriousness: Who are the friends of Britain in Canada? And who are the anti-British?

FEW CANADIAN PAPERS reported the junket described recently by Frank Swanson of the Ottawa Citizen.

"A group of 53 Members of Parliament, many accompanied by their wives, left Ottawa in four special railway cars last night for Windsor, heart of the Canadian car manufacturing industry, for an all-expense tour of the automobile capital. They will return to Ottawa in their special train Monday."

"The tour of Windsor—which will extend across the river to Detroit—will include visits to the Ford plant in Windsor, the Rouge plant, a baseball game between the Detroit Tigers and St. Louis Browns, and a local distillery."

"Canadian car makers claim that the British cars are being sold here at less than the price quoted in Britain, and that as a result, sales of British cars in Canada may eventually cause Canadian manufacturers to curtail operations."

THE OTTAWA CITIZEN gives headlines to the "lavish hospitality" which the 53 M.P.'s and wives received. All that comes on the eye of the loss of Canadian wheat contract with Britain, and the news that Britain is considering cutting off even more of her lumber purchases from Canada— not because Britain wants to cut down on buying in Canada but because she has not yet "closed the gap" on her trade with us.

HERE ARE THE LATEST official figures on Canada's net profit on our trade with Britain:

1947	\$779 million
1948	600 million
1949	536 million
1950 (estimated)	200 million

This "closing of the gap" is all to the good—for Britain's fixed aim is to get her trade with Canada in balance. That means, in practice, that Britain will buy from us as much as we buy from her.

Hence the double menace of the campaign waged by Canadian subsidiaries of the U.S. automotive concerns. They are getting ready to try to close the gates against the British-made cars, which are taking more and more of the Canadian market.

If they succeed in this attempt, they will not only compel Canadians to pay more for their

JOHNNY'S Jottings

Was speaking to a cabin owner the other day. The gentleman some years ago constructed a comfortable and well stocked building directly across the harbor. Near a heaven-reaching slim evergreen, whose branches probably saw better days, it stands as a haven to his family and unfortunates who wander by in a storm.

But for the past year or two, destruction has reigned at his cabin as well as many other summer retreats owned by city citizens.

"It isn't the poor lad who creates havoc by using sections of the building for firewood," he explained rather sadly, "but it is the kind that you would not expect such actions of." He named a few young men and women of prominent city families who apparently enjoy turning a cabin inside out after breaking the lock open.

"It's no use putting a lock on the door anymore," the cabin owner said, "they just knock it off. So I leave it open."

He explained that formerly his cabin was well stocked with food and comfortable furnishings. Then the delinquents wandered along and destroyed all that. "Once I walked in my cabin and found a pan of water—still warm. Another fellow told me that in his cabin he found some bobby pins."

A regrettable state of affairs! I could not help but remember his statement "it isn't the poor lad who creates havoc..." Some cabin owners do not mind a person or persons entering as long as the construction remains intact and in the same condition as when the owner last visited it.

The owner I was speaking to mentioned names of some members of the groups that seemed to disregard the hard work put into the construction of a cabin. Apparently these persons have never really worked for a living. If they did, their intelligence would stop their actions.

automobiles but they will compel Britain further to reduce her purchases in Canada of lumber, wheat, meat, eggs, butter, salmon and apples, and minerals.

I WAS GLAD TO SEE THAT the 53 M.P.'s and their wives visited plants (owned by the same companies) on both sides of the U.S.-Canadian border.

No doubt they got a chance to ask such questions as these:

"Why do the same model cars cost so much more in Canada than the States when workmen's wages here are so much lower?"

"How can U.S. auto manufacturers pay \$100 pensions south of the border—but not even the requested \$55 north of the border?"

If the M.P.'s want more such questions they can find them in the Liberal party literature which helped to sweep the country in 1935.

St. Lawrence Action Urged

CANTON, N.Y. (AP)—Another appeal for action on the St. Lawrence seaway and power project was made by Prime Minister St. Laurent Sunday at the convocation of St. Lawrence University.

Receiving an honorary degree, the Canadian Prime Minister said "Canadians are getting rather impatient about the delay" in starting the project, which he said would benefit all parts of the continent. He said

it was 18 years since the first agreement which we were ready to carry out failed to pass the United States Congress and nine years since the second agreement was made. He said the need for more electrical energy in Canada was urgent.

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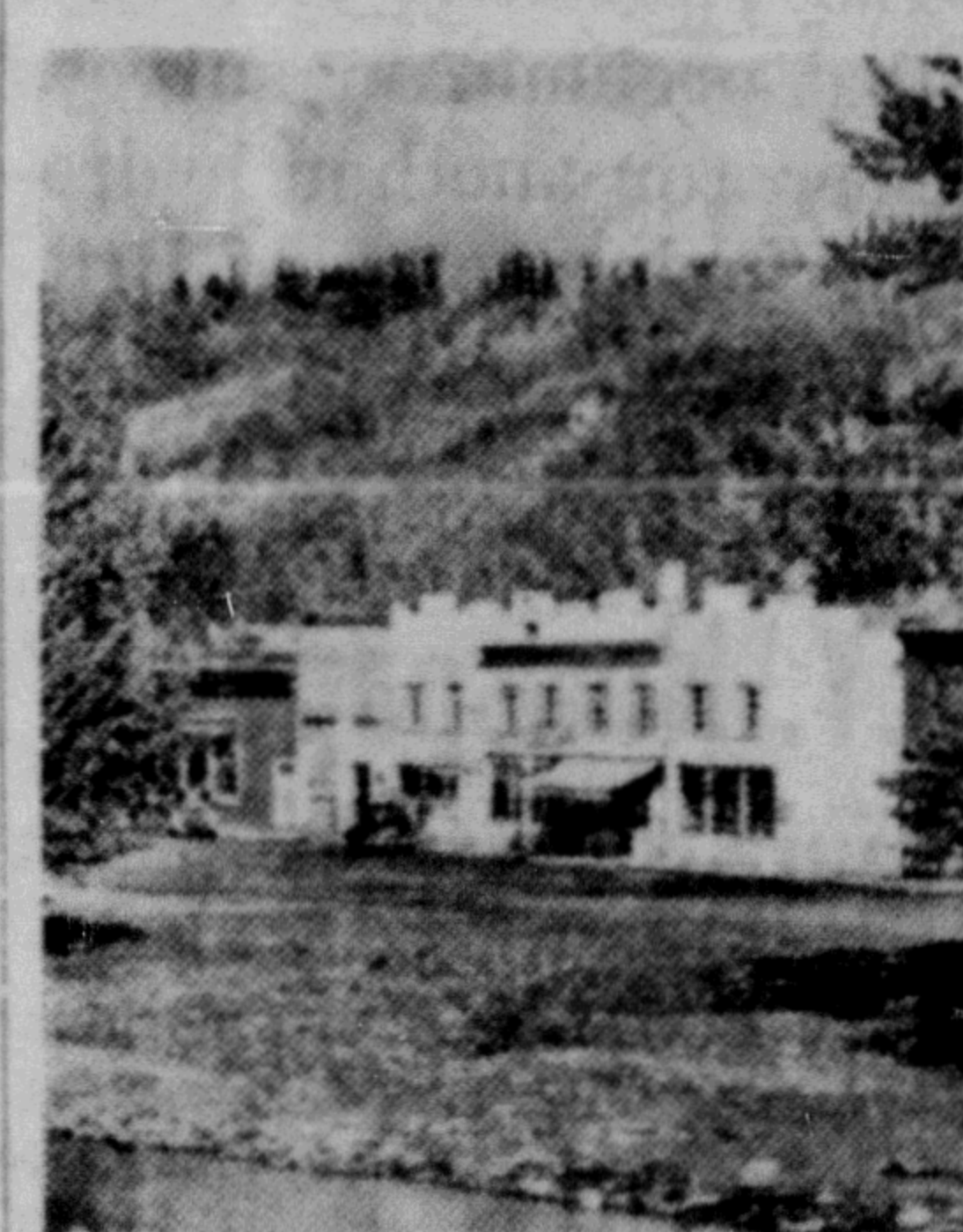
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